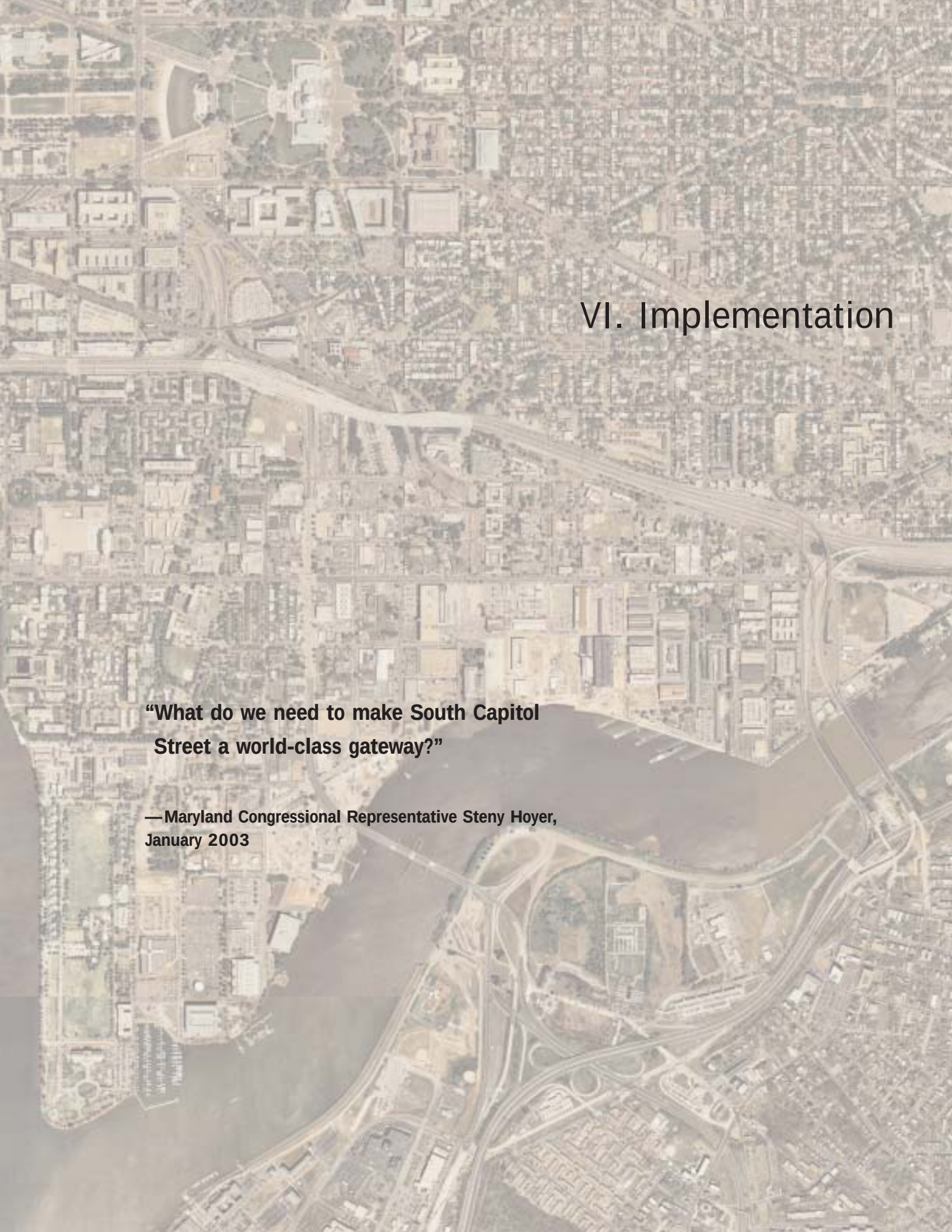

VI. Implementation

"What do we need to make South Capitol Street a world-class gateway?"

—Maryland Congressional Representative Steny Hoyer, January 2003

2003 Preparation of The South Capitol Gateway and Corridor Improvement Study

2003–2007 Performance of environmental analysis and initial design work

2007–2011 Final design and engineering work on all new transportation infrastructure

2011–2015 Construction

2015 Completion of the South Capitol Street Gateway

The South Capitol Gateway and Corridor Improvement Study has laid the groundwork necessary for the next phase of work on the transformation of South Capitol Street. The resulting documentation of existing conditions, compilation of traffic data for the entire study area, and other information gathered will be used to produce an environmental document analyzing how new transportation infrastructure will impact the corridor's overall conditions.

2003–2007 While South Capitol Street and its improvements will next be considered in conjunction with the region's overall system, the District Department of Transportation will undertake structural repairs and safety improvements to the Frederick Douglass Memorial Bridge so it may be used for about another 15 years. During this period, design and engineering work on South Capitol Street's new transportation infrastructure will commence.

2007–2011 Following environmental approvals, any additional rights-of-way needed for construction will be acquired by the District Department of Transportation. The design and engineering work completed during this phase, which will be divided into several project components, will take at least four years.

2011–2015 After completing design and engineering work and securing all necessary building permits, construction will begin and last approximately four years.

During this 12-year process, local residents and community members will play an integral role in the decisions being made. Gaining feedback from citizens, as well as federal and District stakeholders, is essential to the successful completion of this massive project.

Implementation

Project Costs

The following chart contains a preliminary estimate of the funds required to rebuild South Capitol Street. These figures include the planning, design, and construction of streets, roads, sidewalks, and other transportation facilities. They do not include the creation of a new transit line, which is still under study by the Washington Metropolitan Area Transit Authority (WMATA). They also do not include the costs of creating new parks and memorials along the corridor. A combination of federal, state, public, and private funds will be necessary to support this substantial investment.

Conceptual Cost Estimates

	Estimated cost, $ million
Construction between the SE-SW Freeway and the river:	
6-lane Boulevard on South Capitol Street, improvements to Van or Half Street and Potomac Avenue	27
Construction of Bridge	209
Construction of improved connectivity east of the river	73
Construction of connection to Suitland Parkway	47
Total construction	356
Planning, engineering, and construction management	86
Escalation at 3.5 percent per year	71
Contract contingency	51
Total	564

	Estimated cost, $ million
Tunnel construction	631
Planning, engineering, and construction management	152
Escalation at 3.5 percent per year	126
Contract contingency	91
Total	1000